### THY NAME.

I told the rose thy name-it blushed and

Its petals trembled as in ecstacy, I cried thy name aloud—and lo! the bird Burst into song within the thick-leaved

I spake it when the moon was gray and cold, And straight from out his east upshot the

I spake it to the night—the clouds that rolled Above dispersed, the stars came one by

Should any whisper it when on my face The black earth lies, calm sleeping under

I think my heart would beat apace. And that my lips would tremble at the sound.

And if before the gates of heaven I came, And could for my own worth no entrance

I think that then if I should name thy name The eternal doors would stir and let me in.

#### CHASED BY BURNING OIL-CARS.

New York Sun.

"I don't expect to live much longer, and after I am dead I want you to put in the papers the story of that ride I had from Prospect to Brocton in 1869."

The speaker was Duff Brown, an old locomotive engineer, who was lying at his home in Portland, N. Y., dying with consumption. This was several weeks ago. On the 7th of this month he died. He was nearly 60 years old. His story of the awful ride is this:

"In 1869 I was running a mixed train on the Buffalo, Corry & Erie railway. The track between Prospect or Mayville Summit and Brocton Junction is so crooked that, while the distance is actually only ten miles, the curves make it by rail tourteen. The grade for the whole distance is over seventy feet to the mile.

About 9 o'clock on the night of August 19, 1869, we reached the summit with a train of two passenger cars, six oil cars, and a box car. The latter contained two valuable trotting horses, and their keepers with them, on their way, I believe, to the Cleveland meeting. There were fifty or sixty passengers in the two cars. I got the signal from the conductor to start, and I pulled out. We had got under con-published in his official bulletins, and siderable headway, when, looking back, one of the most important series of ex-I saw that an oil car in the middle of the train was on fire. I reversed my engine and whistled for brakes. The that there are a number of distinct conductor and brakemen jumped off. races of the corn plant, and he classifies They uncoupled the passenger cars and set the brakes on them, bringing them to a stop. Supposing that the brakes on the burning oil cars would also be softs. These differ from each other, put on, I called to a brakeman on the more or less, in the construction of the box car to draw the coupling pin be-kernels, and in the habit of ripening tween that car and the head oil tank, and growth. The flint corn kernal, backing so that he could do it, intend- when split open, is found to show three ing to run far enough away to save the structures-the chit, or germ, lying in box car and locomotive.

had been drawn, what was my horror to corn ripens from outward inward. The see that the burning cars were follow- dent corn has the chit, starch and corning me at a speed that was rapidly in-creasing. The men had not succeeded tion occupies the sides, while at the in putting on the brakes. I saw that terminal portion the starch comes to the only thing to be done was to run the surface. This kind of corn ripens for it to Brocton, and the chances were from within outward. The Tuscarora that we would never reach there at the | (soft corn) is composed of the chit and speed which we would be obliged to a starchy portion, the corneous part make around those sharp reverse being absent. This ripens from the curves, where we had never run over outside inward. The sweet corn shows

twenty miles an hour. the whole six were on fire by this time may be referred all the kinds that are -plunging after me, and only a few known, and they preserve a remarkable feet away, I pulled the throttle open. constancy. The oil cars caught me, though, before I got away. They came with full force to the germination of the tips, butts against the rear of the box car, smash- and other portions of the ear. The ing in one end and knocking the horses flint corn tips are superior to other and their keepers flat on the floor. The grains of that race, while with dents heat was almost unbearable, and, do the epposite facts hold true, which acmy best, I couldn't place more than counts for the many apparent disthirty feet between the pursuing column crepancies that have appeared on the of fire and ourselves. By the light comparisons of results for determining from the furnace, as my fireman opened | the germinating quality of seed; but the door to pile in the coal, I caught the suggested system of classification, sight of the face, of one of the the professor believes, will prevent such in the box car, mistakes in future. horsemen he having climbed up to the The results of the experiments clearly grated opening in the end. It was as show that the different races of corn pale as death, and he begged me for may have different habits and differ-God's sake to give her more steam. I ently react to the factors of culture; was giving her then all the steam she and there seems a possibility that the could carry, and the grade itself was crossing of these types is unfavorable enough to carry us down at the rate of fifty miles an hour. We went so fast that the engine couldn't pump. Every of great significance, for the professor

worked as if she were alive. ran through woods, deep rock cuts, and the same type may be crossed favor- even and regular, and no severe winters along high embankments. There we ably, it is apparent that a mixture of prevail, and compel laborious efforts were, thundering along at lightning dent and flint corns would not be a to ward off and provide against their speed, and, only a few paces behind us, that fiery demon in full pursuit. There be made in crossing any of the dents If it is the game of the field, the were 50,000 gallons of oil in those together, or any of the flints with their forest, the stream, or the mountain, tanks, at least, and it was all in flame, own family. The sweet corns, having that you would slaughter, bear in mind making a flying avalanche of fire 500 been crossed within that variety, have feet long. The flames leaped into the been made to grow faster, ripen earlier plentifully supplied than that traversed air nearly a hundred feet. Their roar and produce more abundantly, which by the Burlington Route. was like that of some great cataract. corroborates the statement of Professor Now and then a tank would explode Sturtevant; and the same may be said grandeur, picturesque beauty and scenic ably good marksman the balls would with a noise like a cannon, when a col-umn of flame and pitchy smoke would careful in-breeding, if the term may be ton Route leads to their superlative cenmount high above the body of the used, has reached a degree of excellence ter and eminence, the Rocky Moun- but their subsequent course would be flames, and showers of burning oil that permits of but little improvement. tains. Trains are so arranged as to afwould be scattered about in the woods. The flints, which are grown mostly in ford daylight rides through the most the whole country was lighted up for the south, have been adapted especially enjoyable scenes, and elegant open ob-

miles around. "Well, it wasn't long, going at the rate we made, before the lights of Brocton came in sight down in the valwill be practiced in future far more sys"Through the Heart of the Contiley. The relief I felt when these came | tematically than heretofore. in view was short lived, for I remembered that train No. 8, on the Lake Shore, would be due at the junction

just about the time we would reach it. While we were thinking of this we saw the express tearing along toward the junction. Could we reach the junction, get the switch, and the switch set back for the express before the latter got there? If not, there would be an inevitable crash, in which not only we but probably scores of others would be crushed to death. All this conjecturing did not occupy two seconds, but in that two seconds I lived years.

" 'Good God!' I said to my fireman, "what are we to do now?" "

"The fireman promptly replied-and he was a brave little fellow-that I should whistle for the switch and take the chances. I did so. That whistle was one prolonged yell of agony. It was a shrick that seemed to tell us that our brave old engine knew our danger and had her fears. Neither the fireman nor myself spoke another word.

"Thanks be to God! The engineer on the express train, seeing us tearing down that mountain with an eighth of a mile or solid fire in close pursuit of us, knew in a moment that only one thing could save us. He whistled for brakes, and got his train to a stand not ten feet away from the switch. The switchman now answered our signal, and we shot in on the Shore track and whizzed on up by the depot and through the place like a rocket. The burning cars followed us in, of course, but their race was run. They had no propelling power now, and after chasing us for a mile they gave up the pursuit, and in three hours there was nothing left of them but smoking ruins.

"My fireman and I were so weak when we brought our locomotive to a stop that we could not get out of the cab. The two horsemen were unconscious in the box car. The horses were ruined. And how long do you think we were making that sixteen miles? We ran two miles on the Lake Shore track. Just twelve minutes from the summit to the spot where we stopped! A plum eighty miles an hour, not countng the time lost getting under headway and stopping beyond Brocton."

## Experience With Seed Corn.

Now that corn is being harvested, the time is at hand for selecting the seed for next year's crop. Professor Sturtevant, of the New York Agricultural Experiment Station, deserves the thanks of every farmer in the country for the valuable information he has periments conducted was that relating to corn. The professor reminds farmers a starchy substance, which is sur-As I ran down the hill, after the pin rounded by a corneous envelope. This the chit and corneous portion, without "When I saw the flaming cars-for visible starch. To these four types

Some light is given also in relation

time we struck one of those curves the has solved one of the problems that has old girl would almost run on one set of | puzzled farmers since corn has been culwheels, and why in the world she didn't tivated. It was a well-known fact that topple over is something I never could corn will "mix" when different varieunderstand. She seemed to know that ties are planted on neighboring fields, it was a race of life and death, and or when together, and farmers have endeavored to secure the improvement rewards for the slight labor the tilling "The night was dark, and the road of corn by this method. As corn of of the soil requires. The seasons are judicious one; but an improvement can | hardship.

> The well-bred lad has very few wild oats to sow.

### THE OLD STORY.

BY MARY F. TUCKER.

Alas for the head with the crown of gold The tempter came as he came of old. Alas for the heart that was glad and light! Alas for the soul that was pure and white

Censure who may-condemn who must; It was perfect faith—it was utter trust That asked her promise; nor pledge nor

He was hers-she was his by law divine.

He was lifted up; he was set apart; He filled her thought; he filled her heart; She ealled him great; she believed him

true, As women will, as women do!

Oh, to betray such tender trust! (God will repay, and He is just)-Through wrong and ill she loves him still As women do, as women will.

## A Wonderful Feature in Western Travel.

Very remarkable and important is the fact that the bulk of railway travel be- his own land. After an hour thus are called down, but when you go to tween the Atlantic and Pacific states is pleasantly spent, Mr. Chase thanked buy them you find them way up .- [Philprincipally enjoyed by certain lines, because of their superiority of equipment, track, road-bed, time schedule, and conveyed him thither, for the purpose train service. The road that has re-ceived this preference from Chicago, and placed it in the astonished hands ceived this preference from Chicago, Peoria and St. Louis to Council Bluffs Omaha, Kansas City, St. Joseph, Atchison and Denver, and all points in Illi nois, Iowa, Missouri, Nebraska, Kansas and Colorado, is unquestionably the Grand Burlington Route-Chicago, Burline under one management from the appeared to have been really hurt. first three cities named, through to Denver direct.

The great regiments of the Grand Army of the Republic were carried in elegant style, and with perfect satisfaction, to and from Denver, by the Burnewspaper correspondents generally tell us that two-thirds of the Knights Templar, journeying to San Francisco, have gone over this famous line, the New England commanderies specially chartering, and thus journeying from ocean to ocean in trains, that were sent from Chicago to Boston, of the Burlington's own rolling stock, because of its superlative equipment, making it evident that while it is popular with all classes of travel, the route is given special preference by those choice in taste, desire and favor, and thoroughly competent to discriminate between true worth, excellence and enterprise, and

lack of system, energy and progression. Possessing such features as owning peated-old Uncle Sol commenced and operating the longest, and yet most direct line to and through the most populous cities and grandest agricultural portions of the west; running trains over the solidest road-bed and a track laid with steel rails, all equipped man, parlor, dining and smoking cars, connecting in union depots; engaging polite, accommodating train service; making rapid transit, prompt and close connections, and the lowest possible rates of transportation, are cogent reasons why the Grand Burlington Route should receive this partiality, and why it is preferred by, and is carrying the heaviest portion of travel to and from the Pacific coast; and is known as the "finest equipped railroad on the conti-

nent." The Burlington system consists of six grand divisions, designated the Chicago, Galesburg, Eastern, Middle, Western, St. Louis, and Kansas City divisions. These six main sections contain in all thirty sub-divisions, which are mainly branches and feeders. The company's most important terminal marts in Illinois are Chicage, Peoria, Streator, Rockford, Freeport, and Clinton; in Iowa, Burlington, Des Moines, Keokuk, Council Bluffs, Fontanelle. and several other lesser towns; in Missouri, St. Louis and Kansas City; in Kansas, Atchison; in Nebraska, Omaha, Columbus, Central City, Kearney Junction, and several other points, and in Colorado, Denver. The main cities, otherwise than terminal, are Quincy, Rock Island, Mendota and Galesburg in Illinois; in Missouri, Hannibal, St Joe; in Iowa, Burlington and Keokuk, and in Nebraska, Lincoln, Nebraska City, Hastings, and other places along the line, making in all 1,000 in number, which have a population of about

2,500,000. If seeking farming lands, no finer dots the face of the earth than those traversed by the Burlington Route. Grass, trees, and the like, and the emblement of the land, are bounteous

If looking for the majesty of nature's to that section; and with the light of servation cars are attached to express

of the Western World," are three very a dead center, say the astronomers of interesting little works, exquisitely the observatory.

illustrated, most charmingly written, and fascinating in description, the first London Time of which is largely historical, and graphically descriptive of the wonderpossess for the business man and homeseeker. The others exhibit in lively effort, and as near the real as wordpainting can, their attractions for those in search of health and pleasure resorts, and nature's beauties.

## Old Greenbacks.

Ben: Perley Poore. Among other stories told by the Chase men was one of the secretary's visits to a leading free negro in Florida. Uncle Solomon. Uncle Solomon had collected a good many war relies and Indian curiosities, which Mr. Chase inspected with interest, listening meanwhile to the old darky's anecdotes relative to the war in Florida, and its effects both on the planters and negroes, as seen from his own peculiar standpoint-that of a free colored man cultivating some thirty or forty acres of

stepping into an ambulance which had

of Uncle Solomon. "What for dat?" asked Uncle Sol, holding out the bill indignantly at arm's length. "Golly, massa, 'twasn't for dat ole uncle toted you to find dis place, I's got all I want, God be blessed lington & Quincy Railroad—the only for it!" and the old darky's feelings

"Why, uncle, you mistake," said the Chief Justice, kindly, stepping back out of his ambulance, and pointing with one finger to the vignette in the corner of the bill, "I know you better, Uncle Sol, than to offer you money; lington Route, and now the Associated and it is as a picture to recollect me, Press telegrams, and newspapers and not as money, that I gave you fhat

For a moment Uncle Sol was stupefied, but observing Mr. Chase still pointing with one hand at the vignette, while removing his broad-brimmed straw hat with the other, some glimmer of the truth began to break slowly in upon old uncle's mind. Once or twice his eyes rolled between the face of the chief justice and the portrait in the corner of the crisp paper he was holding, a light of intelligence every moment spreading over his features, and rapidly expanding into the broadest and happiest of grins. At lenght, throwing up his hands and bringing them down on his knees-a gesture many times re-

shouting aloud: "Oh, golly, massa, if you ain't Old Greenbacks hisself! Golly, golly, if you ain't Old Greenbacks! I'se so glad to see you, massa; I'se so glad to see you! Oh, golly, massa; God with the latest and best aplpiances for old nigger has lived to see this day!" safe, speedy and comfortable travel, The dollar bill was not returned, but and hauling the finest passenger, Pull- enshrined in a neatly-carved frame of red cedar over the chimney-piece of Uncle Solomon's best room, the most prized and most adored relic of his old museum. The old man never wearied of relating every minutest incident of that one bright, happy day, when his farm was made glorious and his life was ennobled through all future time by actual contact for an hour with "Old Greenbacks hisself."

## The New Comet.

Albany Argus.

The most recent calculations made at the Dudley Observatory relative to the orbit of the new comet, result in figures quite different from those reported in our issue of Sunday last. Yet for the short period embraced by the time since discovery, the two calculations place the comet in very nearly the same apparent positions as seen from the earth. About once in fifteen or twenty years a comet comes along, which, like this, gives the computers a great deal of trouble.

It now appears probable, say the astronomers of Dudley Observatory, that the comet is from three to four times as far from both the earth and the sun as the sun is from us. This distance is almost unprecedented at discovery. In fact no case is remembered in which this distance was nearly so great. It appears probable that the comet will not come to perihelion until about June 1st of next year, and that it will remain in telescopic view for a year or more. The plane of its orbit seems to be nearly perpendicular to that of the earth's course about the sun. The perihelion point is indicated by the calculations to be at a distance from the sun not much greater than the earth's average distance.

For at least a week or ten days to come, all calculations relative to the true course of this seemingly very erratic body must be regarded as quite approximate. The slightest variation in the observed places of a body so distant at this one probably is throws the resulting elements of the orbit away off. The case might be well illustrated by the results of shooting at a mark 200 yards off with a pistol having a barrel less than an inch long supposing it would carry so far. With a reasonall take about the same course for the first few feet after leaving the barrel, entirely a matter of conjecture. Yet it would be easier to hit an eight-inch bull's eye at 200 yards with a pistol whose barrel is one inch long, than it now is to say from observation and calculation where the Brooks comet will be (within 10,000,000 miles) at the end nent," "Summer in Northern Iowa and of three months. Give us a barrel Minnesota," and "Landscape Wonders three inches long and we will give you

## Witchcraft in Prussia.

The Berlin Vossische Zeitung reports graphically descriptive of the wonder-ful growth of Illinois, Iowa, Nebraska, would be almost incredible were it not Missouri, Kansas and Colorado, show-confirmed by a judicial investigation. ing also the advantages these states In the village of Schonbeck, in the province of West Prussia, the little daughter of a cabinet-maker has been bedridden for three years. The father became persuaded that his daughter was bewitched by a woman who had given her occasionally apples and pears. He was advised that the patient would be cured if she drank some of the blood of the supposed witch. The poor woman was entrapped into visiting a place where some of the chief men of the commune were assembled to rece've her. She was seized, one of her fingers pricked with a needle, and the blood given to the sick child. The superstitious or malignant participators in this outrage were summoned before a police magistrate, who contented himself with sentencing them to imprison-

The small thin feathers on the goose his entertainer, and as he was about adelphia Herald.

> Wipe your pen after using, and it will last the longer. Remember, a pen is saved, a pen is earned.—[Boston Transcript.

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